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REPORT

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INFORMATION FROM

FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

COUNTRY

Poland

DATE OF

INFORMATION

1950 - 1951

**SUBJECT** 

Economic - Foreign trade Transportation - Rail

HOW

**PUBLISHED** 

Semiweekly, weekly newspapers

DATE DIST.

WHFRE

**PUBLISHED** 

Berlin; Frankfurt am Main

NO. OF PAGES

DATE

**PUBLISHED** 

8 Oct 1950 - 10 Feb 1951

SUPPLEMENT TO

REPORT NO.

LANGUAGE

Polish; German

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Newspapers as indicated.

## POLAND PRODUCES ROLLING STOCK FOR EXPORT

EXPORTS LOCOMOTIVES, RAILROAD CARS -- Berlin, Nachrichten fuer Aussenhandel, 10 Feb 51

Poland currently has at its disposal ten plants and a considerable number of small- and medium-sized railroad shops for the production of rolling stock.

Recently, the TY-45, a two-cylinder, high-pressure steam locomotive was produced, which is a new type of freight locomotive; weighs almost 160 tons, and has a maximum speed of 75 kilometers per hour.

The Pt-47, another two-cylinder, high-pressure locomotive for passenger and fast freight service, is also being constructed. It has a total weight of 172.6 tons and a maximum speed of 110 kilometers per hour. In test runs, hauling 700 tons, with a tender loaded to 30 percent of capacity, this locomotive attained a speed of 90 kilometers per hour on level ground.

Having fulfilled domestic requirements, railroad shops are now working on export orders, especially for narrow-gauge railroads. At the beginning of 1949, the Chrzanow works produced a narrow-gauge locomotive with a weight? of 79 tons, for mountain terrain. The entire output of this model was exported to foreign railroads. Concurrently, mass production was started on tank locomotives having two to five axles, for mining and other industrial purposes, and for narrow-gauge suburban traffic, chiefly for shipment to various Central European and Balkan countries.

Passenger, freight, and special cars, notably Polish standard \_-gauge? coal cars, and a considerable number of tank cars for Western Europe have been produced. Other foreign orders were for special salt-hauling cars, mail cars, a new type of third-class standard [-gauge?] passenger car, and an express car of considerably lower weight than the prewar model and particularly suitable for Central Europe, the Scandinavian countries, the Balkans, and the Middle and Far East.

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Sleeping cars, similar in construction to the third-class cars except for interior appointments, are being built in Poznam. Instead of the customary two rows of seats, the compartments of these cars contain five berths, which can be folded during the day to form eight standard seats.

TO BUILD NEW RR LINES, ELECTRIFY OTHERS -- Frankfurt am Main, Wiadomosci Pelskie, 8 Oct 50

It is expected that 704 kilometers of new railroad lines will be built and 541 kilometers of railroad lines will be electrified during 1950 - 1955, especially in the areas of the Warsaw, Gdansk-Gdynia, and Katowice junctions.

At present, the railroad rolling-stock industry is capable of producing a large surplus for export. In 1938, Poland exported transportation equipment valued at 1,200,000 zlotys. In 1947, this export was valued at 3,200,000 zlotys, in 1948 it reached 8,600,000 zlotys, and in 1949, 62,500,000 prewar zlotys. At present, Poland exports freight cars, coal cars, tark cars, mail cars, passenger cars, and standard and narrow-gauge locomotives. In addition to many European countries, the recipients include such overseas countries as Argentina, Egypt, Israel, Pakistan, and Turkey.

The proportion of rolling-stock production exported is increasing. In 1938, exports constituted only 3 percent of production; in 1949, they increased to 35 percent of production. The planned increase in rolling-stock production will make Poland one of the largest producers and suppliers of railroad rolling-stock in Europe.

PURCHASES TRAINS FROM SWEDEN -- Berlin, Nachrichten fuer Aussenhandel, 6 Jan 51

Poland has purchased several passenger trains from Sweden. The first of these was put in operation recently on a new Warsaw suburban line. Additional trains and a considerable number of passenger cars are to be delivered shortly.

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